

ANTI-BUCKET SHOP BILL A LAW

GOV. HUGHES SIGNS IT, WITH SEVERAL OTHER MEASURES.

He Vetoes the Bill Relative to Free Transportation of Letter Carriers, Policemen and Firemen and the Bill Creating Columbus Day and Making it a Holiday.

ALBANY, May 21.—Gov. Hughes late this afternoon announced that he had signed Senator Cassidy's anti-bucket shop bill and it became chapter 458 of the Laws of 1908. The Governor wrote no memorandum to accompany his signing of the measure. The bill, which takes effect September 1, is an amendment to the Penal Code and makes it a felony to maintain a bucket shop, punishable on conviction, if the accused be a corporation, at a fine of not more than \$5,000 for each offense, and for other persons convicted by a fine of not more than \$1,000 or five years imprisonment or by both such fine and imprisonment. For a second offense, if the accused is a corporation, conviction may be followed by an action by the Attorney-General for the corporation's dissolution, and if a foreign corporation an order to restrain it from doing business in this State. The definition in the law is that a "bucket shop" shall mean any building or any room, apartment, booth, office or store therein or any other place where any prohibited contract is made or offered to be made.

In signing Senator Wilcox's bill defining optometry and regulating its practice through a State licensing board to be appointed by the Regents Gov. Hughes wrote the following memorandum:

The Legislature last year passed a measure for the same purpose which was disapproved upon the ground that it failed to provide for adequate supervision by the Board of Regents in accordance with the policy of the State. The defects then pointed out have been remedied in the present bill. Objections have been urged to giving legal recognition to the practice in question, but the fact remains that the practice exists and will continue, and unduly it forms a proper subject for regulation.

Gov. Hughes gave out two vetoes tonight. One of Assemblyman A. E. Smith's bill making a holiday of October 12, to be known as Columbus day, and the other of Assemblyman J. H. Walters's bill relative to free transportation of letter carriers, policemen and firemen. The latter bill was an amendment to the section of the Public Service Commission law and was intended to require common carriers to transport free letter carriers, policemen and firemen while in uniform. In refusing to give it his approval Gov. Hughes wrote:

This bill amends the section of the law as to free passes so as to provide that the letter carriers, policemen and firemen may have transportation free of charge while in uniform. It is not limited to cases where they are on duty. In those cases the Federal, State and municipal governments may arrange for such transportation under the existing law.

In vetoing the A. E. Smith bill creating Columbus day Gov. Hughes wrote:

This bill proposes to create a new public holiday, but in fact it will create confusion and business embarrassment. While the bill says that the twelfth day of October shall be observed as a legal holiday, it goes on to provide that the act shall not be construed to affect financial institutions (whatever that may mean) or the making or execution of agreements or instruments in writing, or interfere with judicial proceedings. In short, it is not made real holiday, and what exactly it may be is not clearly defined. The vague proviso unsettles the status of the day and would give rise to business uncertainties, for which there is no room in a commercial community. If it was intended to add Columbus day to a number of public holidays the general law relating to holidays should have been amended accordingly.

Bills signed by the Governor include the following:

Assemblyman Meade's, amending the primary election law generally for the purpose of fitting it to Rochester, so that it will not be governed by the law as it applies to New York city. This was necessitated by the transfer of Rochester from the city of the second to the city of the first class.

Senator Grattan's, amending the stock corporation law relative to the discontinuance of corporations to provide that "in case any incorporator of such corporation shall be deceased, then the certificate of dissolution may be made by the surviving incorporators providing two years shall have elapsed since the date of its incorporation, but in such case the certificate shall state the fact that one or more of said incorporators are deceased."

Senator Travis's, repealing Chapter 497, Laws of 1901, giving a right of way on the surface of any railroad which has been changed from a street surface to underground. The bill is meant to apply to Atlantic avenue, Brooklyn, and the Long Island Railroad.

Assemblyman Ham's, prohibiting the use after September 1 next of any car, motor or vehicle unless it shall have a suitable and safe platform and railing at each end.

Senator McCarren's, providing that on New York cars remaining unpaid on November 1, interest of 10 per cent. on the rate of 7 per cent. from the date the taxes were payable.

Assemblyman Haines's, the Yonkers supplemental city charter to make the city government conform to that of second class cities.

Assemblyman Ward's, making it a misdemeanor after September 1 for any person, singly or corporately to use for personal or business purposes the name of any benevolent, humane or charitable corporation.

\$2,000,000 Worth of Abandoned Farms.
ALBANY, May 21.—Through the State Department of Agriculture over \$2,000,000 worth of abandoned farm lands in this State during the past year to persons who are expected to make productive use of the property. The purchasers of the farms, who had their attention directed to them through the publication by the State Department of a bulletin of unused farms, were mostly residents of cities and some Western farmers who were born in this State and are returning to make their homes here again.

State Legislature Adjourns.
ALBANY, May 21.—The Senate adjourned today until to-morrow after Senator Page announced his identification of voters bill to correspond with the Assembly bill. Assemblyman C. F. Foley introduced his regular session direct nominations bill. Then the Assembly adjourned until Monday night.

TYPOGRAPHICAL ELECTION.
Murphy Loses When He Runs for Third Term as President.

The vote in the annual election of officers for Typographical Union No. 6 which took place on Wednesday was announced yesterday and showed a general change in the administration except in a few offices. The candidates for president were James J. Murphy, who has served two consecutive terms and was defeated, and James Tole, who was elected, polling 2,921 votes against 2,841 votes for Murphy.

Edward F. Cassidy, a new man, was elected vice-president, and Charles M. Maxwell was re-elected secretary-treasurer. J. J. Robinson, re-elected assistant secretary. John Murphy, James O'Connor and Charles Rooney, all new men, were elected as officers. J. L. Chubb and James Henderson were elected delegates to the International Typographical Union.

BARNARD FIELD DAY.

College Girls Have Their Meet Under Many Difficulties.

The Barnard girls held their field day yesterday afternoon under difficulties. To begin with the hardhearted faculty would only grant a half holiday, and since the undergraduate tea was scheduled for the hours from 4 to 6 the girls had to do some tall hustling to get through with the athletic events and put on smiling faces before the guests began to come. And then to make matters worse the heavy rain had soaked the college quadrangle to such an extent that the games had to be run off in the Thompson gymnasium.

"But that isn't the worst by any means," said one pretty junior. "Of course it's bad enough to kill yourself trying to win the shot put one minute and the next minute stand calmly in your longest silk gown murmuring pretty nothings to anybody who comes along, and I wouldn't mind the weather, either—it always rains on field days, anyhow—but why the old faculty had to put field day four days before the exams is more than I can see. I can't run without thinking that I'm going to flunk my German, and I positively haven't the strength left to jump when I see the Latin prof sitting in the side lines. Some of the girls are so hysterical that they can't do a thing."

But in spite of all this the girls formed their line at Barnard, each wearing a snowy white dress under her cap and gown and marched by two to the gymnasium in 120th street. Each class column was headed by its class colors, flags and mascots. The seniors carried their scarab in dark blue on a white felt background, the juniors had a white bull pup who had managed to survive three years of ice cream and cake parties, the sophomores carried their owl and the freshmen were headed by a little boy who was dressed in an Indian brave. As soon as they entered the gymnasium the girls grouped themselves in classes on the running track and shouted their yell at each other. The seniors sang a song telling how their scarab won last year and the juniors replied by singing "Oh, we hate to leave the college for being a freshman, we had been told to be modest, contented ourselves by shouting 'Every little bit helps' whenever they won another point."

The most exciting event of the day was the hurdling. In the first heat one girl tripped, scattering combs and hairpins far and wide, while those who finished landed into the wall ladders so hard that half of them were knocked out. For the second and third heats the girls who were not competing lined up in front of the ladders and caught the racers as they crossed the line. The event was won by Lillian Schoeder, '11, with Elsie Gleason, '11, second, and Muriel Vinney, '10, third.

The results of the other events were:

5 Pound Shot Put—First, Herlinda Smithers, '09, 26 feet 1 inch; second, Lillian Schoeder, '11; third, Mabel McCann, '10.

Baseball Throw—First, Hazel Woodhull, '10, 116 feet; second, Blanche Saneck, '11; third, Florence Sammet, '08.

50 Yard Dash—First, Lillian Schoeder, '11; second, Vera Fueslein, '11; third, Elsie Gleason, '11.

High Jump—First, Hazel Woodhull, '10, 4 feet 2 inches; second, Grace Allen, '09; third, Ethel Leverage, '11.

Interclass Relay—First, 1906; second, 1911; third, 1908.

So far the victory lies with 1911 with a score of 35 points, 1908 coming second with 18½ points, and 1910 third with 12 points, but this order may be changed to-morrow when the interclass tennis championship is played off between 1908 and 1911, as the seniors will gain "place" if they win the match.

BURNED PROFESSOR IN EFFIGY.

Columbia Seniors Who Fail to Get Degrees Have Revenge.

With a brass band playing funeral dirges at their head a crowd of 300 Columbia sophomores marched up and down the streets of Morningside Heights last night under umbrellas to celebrate their "soph triumph." But the real feature was a consolation triumph held by the seniors who had failed to get past the "committee on public safety's" rules in regard to debarment from examinations. About fifteen who thought they were going to get their degrees struck a snag when Prof. George R. Carpenter, the chairman of the committee, refused to allow them to take their "finale."

And last night they got their revenge. An effigy of Prof. Carpenter, carefully prepared and labelled, was hurled into the flames of the sophs' bonfire by the fifteen disappointed seniors, much to their edification and that of the other students. The effigy had been prepared in Hamlyn Hall and it was dragged through the mud out on to South Field to a refrain running: Columbia was Columbia when Carpenter was a pup. Columbia will be Columbia when Carpenter has burned up.

And if he does like it, or any other trustee, who hope that Mephistopheles won't give him his degree.

When Prof. Carpenter had been disposed of a coffin containing books used in sophomore courses was cremated, and then some freshmen were chased out to turn in a fire alarm, because that is supposed to be a little better than had been expected. Two engines and a water tower, with two hundred and fifty men, responded to the alarm. The cheers that had greeted the arrival of the engines soon turned into jeers, and the wet sophomores adjourned to a nearby building and tried to drown their feelings by internal methods.

Head janitor Henry Norris was on the job, as usual, to see to it that no damage was done by the fire. When the firemen arrived the end of the triumph was a little better than had been expected. Two engines and a water tower, with two hundred and fifty men, responded to the alarm. The cheers that had greeted the arrival of the engines soon turned into jeers, and the wet sophomores adjourned to a nearby building and tried to drown their feelings by internal methods.

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AMONG THE AUTOMOBILISTS

BOARD OF GOVERNORS TO DECIDE IF RACE WILL BE RUN.

Robert Lee Morrell Refers Proposed Savannah Event Under Reconsidered International Rules to President Gary of the Automobile Club of America.

Local authorities yesterday discussed with great interest the report that the Automobile Club of America might undertake the promotion of a big international road race at Savannah under the up to date conditions that govern the important speed events abroad this year. It seemed to be practically the unanimous opinion of both owners and sellers of motor cars that it would be a great thing for the sport if America's pioneer motor organization were to decide to take hold of a race in which it would be possible to secure the presence of the most famous racing cars of the year.

A well known automobilist, who has driven cars for years both here and abroad and is familiar with racing customs in Europe said he was of the opinion that the foreign makers would not enter any cars for the Vanderbilt cup race with its old fashioned conditions if the Automobile Club of America were to promote a contest in which they could compete with the cars built for the 1908 Grand Prix and other big annual events abroad. He called attention to the fact that it would be quite possible for an American manufacturer to build a racing car under the Vanderbilt cup conditions that would be very much more higher powered than can be constructed under the internationally recognized race conditions.

The maximum bore for each cylinder of a four cylinder engine was fixed at 155 millimeters, or 6.1 inches, by the rules adopted at the Ostend conference of the International Association of Recognized Automobile Clubs, while the Vanderbilt cup conditions place no restriction of any kind upon cylinder bore. The weight provision adopted at Ostend was a minimum of 1,000 kilograms, or 2,204 pounds, while the Vanderbilt weight regulations provide for a minimum of 900 kilograms and a maximum of 1,200 kilograms, or 2,645 pounds.

This would permit a manufacturer who was building a car for use in the Vanderbilt cup race only to construct an engine of 8 inches bore, as cars whose engine bores were 7½ and 7¾ inches had been permitted for the use of Vanderbilt.

The maximum weight limit was 1,000 kilograms, or 2,204 pounds. The addition of 200 kilograms, or 440 pounds, would thus easily allow all designers to provide for a half inch or more larger cylinders, with the result that the cars built under the Vanderbilt rules could have about two inches more of cylinder bore for each four cylinders. If the Vanderbilt race were run on a course including a ten or eleven mile straightaway stretch of the Long Island motor parkway his surplus power would prove a tremendous advantage in a long race, as it could be utilized for at least third of the entire race distance.

The following official statement by Robert Lee Morrell, chairman of the contest committee of the Automobile Club of America regarding the possibility that the club might conduct a race at Savannah under the conditions agreed upon by the recognized national automobile clubs of the world was issued last night:

The protest which was received from the Automobile Club of France against the conditions announced for the Vanderbilt cup race as being in direct violation of the conditions adopted by the International Association of Recognized Automobile Clubs was referred to the contest committee.

"As the international conditions were adopted at Ostend only a year and the Vanderbilt cup commission had a copy of them, it knew what they were. On April 2, when it promulgated the conflicting conditions for the 1908 cup race, as a result of these conflicting conditions a number of the best cars in the world were eliminated from the only country where the international rules were being followed, thus barring all manufacturers who had built cars under such conditions."

In view of the fact that the Automobile Club of America is a member of the International Association and is bound to follow the conditions agreed upon at the Ostend conference, the contest committee felt it bound to endeavor to ascertain if a race under these recognized conditions could be promoted, and sent its representative to Savannah for this purpose.

The directors of the Savannah Club and the local authorities were very favorably impressed with the idea and assured the contest committee that a course of twenty-eight miles would be provided for a race in the fall; that the course would be guarded by uniformed and armed troops and every protection and facility provided for both contestants and spectators.

The contest committee has therefore made its report to Judge E. H. Gary, the president of the club, who doubtless will make a special study of the matter of government, when the matter will be finally decided.

The Automobile Club of Bridgeport has announced that it will have three special cups for that many of the events in its hill climbing contest on Sport Hill on Decoration day. The third trophy is one that has been donated by H. D. Miller, who is a member of the club, and it will be offered for the winner of the class for cars not over 3,000 cc. The two special cups previously announced were the Crawford cup for amateur owners driving their own cars, offered by Robert B. Crawford of New York, who won the Yale motor race, and the "Local Pride" cup, offered by the Bridgeport Board of Trade for the free for all class.

It is a pity that the contest committee has been established along the course, where announcements with megaphones will be stationed to keep the spectators informed of the progress of the contest and when cars are approaching. The timing of the race will be the direction of A. L. McKim of the Automobile Club of America. A. L. Hiker, secretary of the club, will be in charge of the race.

Frank B. Hower, president of the Automobile Club of Buffalo, who has been termed the Napoleon of the Golden Road, now bids to keep the spotlight of automobile racing and go down to history as the Alexander of the Automobile Club. He has been elected president of the Buffalo Club and is in no very immediate danger of signing for more than a car, but he is a member of the club and will be offered for the winner of the class for cars not over 3,000 cc.

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ROBERT C. P. HOLMES MURDERED.

Widely Known Electrical Man Strangled by Thugs in Chicago Alley.

CHICAGO, May 21.—Robert C. P. Holmes, 45 years old, purchasing agent for the Commonwealth Edison Electric Company and known among electrical men the country over, was found murdered in an alley at the rear of Lyon & Healy's music store, Adams street and Wabash avenue, at 3 A. M. to-day.

The face was black from strangulation and all the dead man's pockets had been emptied. Among the valuables taken were a diamond stud valued at \$200, two diamond rings, diamond cuff buttons, a pocketbook containing several hundred dollars and other articles of value.

Holmes was apparently slowly choked to death while scores of persons were passing the mouth of the alley in Adams street and while automobile parties were entering and leaving the music store.

The police hold the theory that Holmes was walking past the alley when he was lured into it and was then quickly choked to death and strangled. He was unable to find any evidence which would show that he was murdered for any other motive than robbery. He had no bad habits and did not indulge in drinking, according to his son, William Holmes, who identified the body.

Mr. Holmes had passed the evening at the auditorium with delegates to the National Electric Light Association. He was a member of the local committee of welcome and spent yesterday greeting incoming delegations at the railway stations. Like the other committee men he was supplied with large funds provided for the entertainment of the guests.

He left the Auditorium at about 1 o'clock this morning, ostensibly for his home. His dead body was found at 3 o'clock by a member of the Street Cleaning Department.

GIFT TO VANDERBILT CLINIC.

Mrs. Matshak Presents a Department of Mechanio-Therapeutics.

As a memorial to her late husband, Samuel Matshak, his widow, Mrs. Ray Matshak, has given the money necessary to equip a department for surgical mechanio-therapeutics at the Vanderbilt clinic of the College of Physicians and Surgeons of New York city. At yesterday's meeting of the trustees of the clinic this gift was accepted. Columbia will be the first university in the United States to have such an equipment and to give the medical students the benefit of instruction in this new branch of therapeutics.

There are machines for moving and exercising every joint in the body. They consist of a number of devices which have been perfected so that through their use convalescence may be promoted after diseases, injuries or operations with great physical benefit to the patient.

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Star negligé shirts, \$1.50 to \$3.50.

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NEO & PREMIER M. OVEN & Co., 1738 B'way. Near 56th St. Phone 2440 Col.
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THOMAS HARRY HOFFICE B'way & 58th St. Tel. 6600 Col. Newark: 313 Clinton Av.
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